

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street
Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic volumes for different movements and lanes.

Saturation Flow Module table with 12 columns representing saturation flow rates for different movements.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic volumes for different movements and lanes.

Saturation Flow Module table with 12 columns representing saturation flow rates for different movements.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 57 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 1 0 0 0 2 0 1 1 0 2 0 0 0

Volume Module:
Base Vol: 0 0 0 244 2 410 0 883 458 376 1323 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 244 2 410 0 883 458 376 1323 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 244 2 410 0 883 458 376 1323 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 244 2 410 0 883 458 376 1323 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 244 2 410 0 883 458 376 1323 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 244 2 410 0 883 458 376 1323 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.85 0.85 0.85 1.00 0.95 0.85 0.95 0.95 1.00
Lanes: 0.00 0.00 0.00 1.00 0.01 0.99 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 0 0 0 1615 8 1609 0 3610 1615 1805 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.25 0.25 0.00 0.24 0.28 0.21 0.37 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.32 0.32 0.32 0.00 0.36 0.36 0.26 0.62 0.00
Volume/Cap: 0.00 0.00 0.00 0.47 0.79 0.79 0.00 0.69 0.79 0.79 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 27.8 39.2 39.2 0.0 28.9 36.4 43.4 11.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 27.8 39.2 39.2 0.0 28.9 36.4 43.4 11.9 0.0
LOS by Move: A A A C D D A C D D B A
HCM2kAvqQ: 0 0 0 6 14 14 0 13 15 13 13 0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 46.6
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1! 0 1 0 0 0 0 0 1 0 2 0 0 0 0 1 1 0

Volume Module:
Base Vol: 628 3 851 0 0 0 365 763 0 0 1071 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 628 3 851 0 0 0 365 763 0 0 1071 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 628 3 851 0 0 0 365 763 0 0 1071 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 628 3 851 0 0 0 365 763 0 0 1071 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 628 3 851 0 0 0 365 763 0 0 1071 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 628 3 851 0 0 0 365 763 0 0 1071 110

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 1.00 1.00 1.00 0.95 0.95 1.00 1.00 0.94 0.94
Lanes: 1.42 0.01 1.57 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.81 0.19
Final Sat.: 2313 7 2557 0 0 0 1805 3610 0 0 3228 332

Capacity Analysis Module:
Vol/Sat: 0.27 0.46 0.33 0.00 0.00 0.00 0.20 0.21 0.00 0.00 0.33 0.33
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.00 0.00 0.00 0.19 0.51 0.00 0.00 0.31 0.31
Volume/Cap: 0.63 1.05 0.77 0.00 0.00 0.00 1.05 0.42 0.00 0.00 1.05 1.05
Delay/Veh: 22.6 67.9 26.0 0.0 0.0 0.0 103.8 15.6 0.0 0.0 76.6 76.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.6 67.9 26.0 0.0 0.0 0.0 103.8 15.6 0.0 0.0 76.6 76.6
LOS by Move: C E C A A A F B A A E E
HCM2kAvqQ: 11 33 16 0 0 0 18 8 0 0 28 28

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	61	193	85	32	43	129	146	331	73	126	532	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	193	85	32	43	129	146	331	73	126	532	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	193	85	32	43	129	146	331	73	126	532	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	193	85	32	43	129	146	331	73	126	532	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	193	85	32	43	129	146	331	73	126	532	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	193	85	32	43	129	146	331	73	126	532	119

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1425	1979	871	1425	1425	1425	1425	1168	257	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.04	0.10	0.10	0.02	0.03	0.09	0.10	0.28	0.28	0.09	0.37	0.08
Crit Vol:	61			129	146					532		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	173	140	38	18	374	33	65	80	80	171	124	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	140	38	18	374	33	65	80	80	171	124	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	140	38	18	374	33	65	80	80	171	124	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	140	38	18	374	33	65	80	80	171	124	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	140	38	18	374	33	65	80	80	171	124	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	173	140	38	18	374	33	65	80	80	171	124	37

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	0.50	0.50	1.00	0.77	0.23
Final Sat.:	1375	2750	1375	1375	2527	223	1375	688	688	1375	1059	316

Capacity Analysis Module:

Vol/Sat:	0.13	0.05	0.03	0.01	0.15	0.15	0.05	0.12	0.12	0.12	0.12	0.12
Crit Vol:	173					204		160		171		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows including Vol/Sat, Crit Vol, Crit Moves.

Rocklin Commons
 2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #9 Sierra College Boulevard/Granite Drive

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	1

Volume Module:
 Base Vol: 305 894 63 122 1313 178 120 17 54 119 29 48
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 305 894 63 122 1313 178 120 17 54 119 29 48
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 305 894 63 122 1313 178 120 17 54 119 29 48
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 305 894 63 122 1313 178 120 17 54 119 29 48
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 305 894 63 122 1313 178 120 17 54 119 29 48
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
 Final Vol.: 305 894 63 122 1313 178 120 17 59 119 29 48

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.80 0.20 1.00 2.64 0.36 1.00 1.00 2.00 1.00 1.00 1.00
 Final Sat.: 1375 3853 272 1375 3633 492 1375 1375 2750 1375 1375 1375

Capacity Analysis Module:
 Vol/Sat: 0.22 0.23 0.23 0.09 0.36 0.36 0.09 0.01 0.02 0.09 0.02 0.03
 Crit Vol: 305 497 120 48
 Crit Moves: **** **** **** ****

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project with Dominguez AM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↘	↙	↖	↗	↘	↙	↖	↗	↘	↙
Volume (vph)	19	37	14	742	11	338	122	978	241	1165	352	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0				175	225		300		125	
Storage Lanes	1	1				1	1		1		1	
Taper Length (ft)	25	25				25	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.859	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1520	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1520	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			166	169			241			70
Link Speed (mph)					45			50		50		
Link Distance (ft)					325			1678		520		
Travel Time (s)					4.9			22.9		7.1		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	37	14	742	11	338	122	978	241	1165	352	70
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	19	51	0	742	177	172	122	978	241	1165	352	70
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24			24		24		
Link Offset(ft)					0			0		0		
Crosswalk Width(ft)					16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Free	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases									Free		6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	8.0	16.0	0.0	31.0	23.0	23.0	16.0	59.0	0.0	43.0	43.0	43.0
Total Split (%)	8.9%	17.8%	0.0%	34.4%	25.6%	25.6%	17.8%	65.6%	0.0%	47.8%	47.8%	47.8%

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

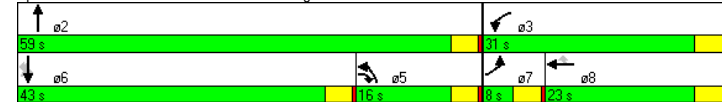
2025 Plus Project with Dominguez AM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	4.0	12.0			27.0	19.0	19.0	12.0	55.0		39.0	39.0
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5			0.5	0.5	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag			Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None			None	None	None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	4.0	12.0			24.1	20.9	20.9	12.0	57.9	90.0	41.9	41.9
Actuated g/C Ratio	0.04	0.13			0.27	0.23	0.23	0.13	0.64	1.00	0.47	0.47
v/c Ratio	0.24	0.23			0.81	0.37	0.36	0.52	0.30	0.15	0.71	0.48
Control Delay	49.1	30.2			38.2	8.4	7.6	31.3	3.4	0.2	6.5	5.0
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	30.2			38.2	8.4	7.6	31.3	3.4	0.2	6.5	5.0
LOS	D	C			D	A	A	C	A	A	A	A
Approach Delay								28.5		5.4		5.9
Approach LOS								C		A		A

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	77 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	12.3
Intersection Capacity Utilization:	70.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 10: I-80 WB & Sierra College Blvd.



2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

2025 Plus Project with Dominguez AM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔↔↔	↔↔	↔↔	↔↔	↔↔	↔↔
Volume (vph)	399	195	299	52	74	36	990	224	139	122	1430	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0	0	0	0	0	0	250		500	
Storage Lanes		1	1	2	2	2	2	2	2		1	
Taper Length (ft)		25	25	25	25	25	25	25	25		25	
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt		0.850		0.850	0.850		0.850	0.850			0.850	
Fit Protected	0.950			0.950					0.950			
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950					0.950			
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			36			139			392
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	399	195	299	52	74	36	990	224	139	122	1430	392
Shared Lane Traffic (%)												
Lane Group Flow (vph)	399	195	299	52	74	36	990	224	139	122	1430	392
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Prot	custom	Free		Prot	Perm	Prot		Free
Protected Phases	7	4		3			2	2		1	6	
Permitted Phases			4		8	Free		2	2			Free
Detector Phase	7	4	4	3	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0	8.0	20.0	
Total Split (s)	19.0	29.0	29.0	10.0	20.0	0.0	40.0	40.0	40.0	11.0	51.0	0.0
Total Split (%)	21.1%	32.2%	32.2%	11.1%	22.2%	0.0%	44.4%	44.4%	44.4%	12.2%	56.7%	0.0%

2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

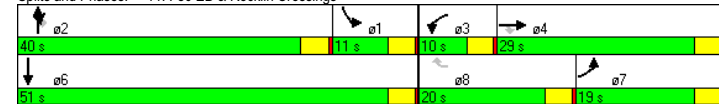
2025 Plus Project with Dominguez AM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	15.0	25.0	25.0	6.0	16.0		36.0	36.0	36.0	7.0	47.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0		0	
Act Effct Green (s)	15.2	20.7	20.7	5.9	9.5	90.0	44.3	44.3	44.3	7.0	55.3	90.0
Actuated g/C Ratio	0.17	0.23	0.23	0.07	0.11	1.00	0.49	0.49	0.49	0.08	0.61	1.00
v/c Ratio	0.69	0.24	0.71	0.45	0.44	0.02	0.40	0.29	0.16	0.46	0.66	0.25
Control Delay	41.6	28.1	33.4	53.1	45.1	0.0	3.5	3.8	0.4	35.3	7.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	28.1	33.4	53.1	45.1	0.0	3.5	3.8	0.4	35.3	7.0	0.3
LOS	D	C	C	D	D	A	A	A	A	D	A	A
Approach Delay		35.9					3.2				7.4	
Approach LOS		D					A				A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	88 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	13.1
Intersection Capacity Utilization:	71.4%
Intersection LOS:	B
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 11: I-80 EB & Rocklin Crossings



Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 1 0 3 0 1 2 0 1 0 1 2 0 1 0 1

Volume Module:
Base Vol: 199 1169 81 171 1586 21 39 44 53 187 112 42
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 199 1169 81 171 1586 21 39 44 53 187 112 42
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 199 1169 81 171 1586 21 39 44 53 187 112 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 199 1169 81 171 1586 21 39 44 53 187 112 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 199 1169 81 171 1586 21 39 44 53 187 112 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 219 1169 81 171 1586 21 43 44 53 206 112 42

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 2750 4125 1375 1375 4125 1375 2750 1375 1375 2750 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.06 0.12 0.38 0.02 0.02 0.03 0.04 0.07 0.08 0.03
Crit Vol: 109 529 53 103
Crit Moves: **** **** **** ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 1 1 0

Volume Module:
Base Vol: 565 937 53 164 1091 247 260 192 315 94 506 270
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 565 937 53 164 1091 247 260 192 315 94 506 270
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 565 937 53 164 1091 247 260 192 315 94 506 270
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 565 937 53 164 1091 247 260 192 315 94 506 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 565 937 53 164 1091 247 260 192 315 94 506 270
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 622 937 53 180 1091 247 286 192 315 103 506 270

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.30 0.70
Final Sat.: 2750 4125 1375 2750 4125 1375 2750 2750 1375 2750 1793 957

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.04 0.07 0.26 0.18 0.10 0.07 0.23 0.04 0.28 0.28
Crit Vol: 311 364 143 388
Crit Moves: **** **** **** ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes for different movements. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Vol, and Crit Moves.

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 32 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes for different movements. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: D[31.9]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Values range from 0 to 1.00.

Critical Gap Module:

Table with 3 columns: Critical Gp, FollowUpTim. Values: 4.1, 2.2, 6.4, 3.5.

Capacity Module:

Table with 3 columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values range from 0.10 to 934.

Level Of Service Module:

Table with 3 columns: 2Way95thQ, Control Del, SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values range from 0.3 to 57.3.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 33.6 Worst Case Level Of Service: F[96.2]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0

Volume Module:

Table with 12 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Values range from 0 to 1.00.

Critical Gap Module:

Table with 3 columns: Critical Gp, FollowUpTim. Values: 6.2, 3.3, 4.1, 2.2.

Capacity Module:

Table with 3 columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values range from 0.26 to 934.

Level Of Service Module:

Table with 3 columns: 2Way95thQ, Control Del, SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values range from 0.4 to 96.2.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 99.0 Worst Case Level Of Service: F[383.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 527 92 0 0 151 277 170 0 174 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 527 92 0 0 151 277 170 0 174 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 527 92 0 0 151 277 170 0 174 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 527 92 0 0 151 277 170 0 174 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 527 92 0 0 151 277 170 0 174 0 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 428 xxxxx xxxxx xxxxx xxxxx 1436 xxxxx 290 xxxxx xxxxx xxxxx
Potent Cap.: 1142 xxxxx xxxxx xxxxx xxxxx 149 xxxxx 754 xxxxx xxxxx xxxxx
Move Cap.: 1142 xxxxx xxxxx xxxxx xxxxx 71 xxxxx 754 xxxxx xxxxx xxxxx
Volume/Cap: 0.46 xxxxx xxxxx xxxxx xxxxx 2.40 xxxxx 0.23 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 2.5 xxxxx xxxxx xxxxx xxxxx 16.3 xxxxx 0.9 xxxxx xxxxx xxxxx
Control Del: 10.8 xxxxx xxxxx xxxxx xxxxx 764.7 xxxxx 11.2 xxxxx xxxxx xxxxx
LOS by Move: B * * * * * F * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 2.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 10.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: B * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 383.6 xxxxxx
ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 4 601 18 235 912 77 10 16 4 65 37 362
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 601 18 235 912 77 10 16 4 65 37 362
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 601 18 235 912 77 10 16 4 65 37 362
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 4 601 18 235 912 77 10 16 4 65 37 362
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 601 18 235 912 77 10 16 4 65 37 362
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 4 601 18 235 912 77 10 16 4 65 37 362

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.94 0.06 1.00 1.84 0.16 0.33 0.54 0.13 0.14 0.08 0.78
Final Sat.: 1425 2767 83 1425 2628 222 475 760 190 200 114 1112

Capacity Analysis Module:
Vol/Sat: 0.00 0.22 0.22 0.16 0.35 0.35 0.02 0.02 0.02 0.33 0.33 0.33
Crit Vol: 310 235 10 464
Crit Moves: **** **

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #20 Sierra College Boulevard/English Colony Way
Average Delay (sec/veh): 46.0 Worst Case Level Of Service: F[336.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 1 0 0

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #21 Taylor Road/King Road
Cycle (sec): 100 Critical Vol./Cap. (X): 0.989
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0 0 0 0 0

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.201
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1

Volume Module:

Base Vol:	0	191	0	0	0	513	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	0	513	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	45	21	0	42	0	0	0	0	15	0	0	0	0	0
Initial Fut:	0	236	21	0	555	0	0	0	0	15	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	236	21	0	555	0	0	0	0	15	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	21	0	555	0	0	0	0	15	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	236	21	0	555	0	0	0	0	17	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425	0	1425	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.01	0.00	0.19	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				278				0	8					
Crit Moves:	****				****					****					

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 1 0 0 0 1

Volume Module:
Base Vol: 60 427 478 105 507 28 85 275 64 561 191 186
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 427 478 105 507 28 85 275 64 561 191 186
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 427 478 105 507 28 85 275 64 561 191 186
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 427 478 105 507 28 85 275 64 561 191 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 427 478 105 507 28 85 275 64 561 191 186
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 60 427 478 105 507 28 85 275 64 617 191 186

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.90 0.10 1.00 1.62 0.38 1.53 0.47 1.00
Final Sat.: 1375 2750 1375 1375 2606 144 1375 2231 519 2100 650 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.16 0.35 0.08 0.19 0.19 0.06 0.12 0.12 0.29 0.29 0.14
Crit Vol: 478 105 170 404
Crit Moves: **** **

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 1 0 0 1 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 26 14 31 559 15 520 448 1127 32 32 907 646
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 14 31 559 15 520 448 1127 32 32 907 646
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 14 31 559 15 520 448 1127 32 32 907 646
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 26 14 31 559 15 520 448 1127 32 32 907 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 14 31 559 15 520 448 1127 32 32 907 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 26 14 31 615 15 520 448 1127 32 32 907 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.31 0.69 1.95 0.05 1.00 1.00 1.94 0.06 1.00 2.00 1.00
Final Sat.: 1375 428 947 2685 65 1375 1375 2674 76 1375 2750 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.03 0.23 0.23 0.38 0.33 0.42 0.42 0.02 0.33 0.00
Crit Vol: 45 520 448 454
Crit Moves: **** **

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 1.038
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 44.2
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 12 rows of capacity analysis data.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 12 rows of capacity analysis data.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	85	87	115	51	188	234	87	704	108	69	502	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	87	115	51	188	234	87	704	108	69	502	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	87	115	51	188	234	87	704	108	69	502	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	87	115	51	188	234	87	704	108	69	502	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	87	115	51	188	234	87	704	108	69	502	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	87	115	51	188	234	87	704	108	69	502	26

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	1235	190	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.08	0.04	0.13	0.16	0.06	0.57	0.57	0.05	0.35	0.02
Crit Vol:	85			234		812	69					
Crit Moves:	****			****		****	****			****		

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	52	549	194	96	351	89	60	179	155	133	117	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	549	194	96	351	89	60	179	155	133	117	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	549	194	96	351	89	60	179	155	133	117	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	549	194	96	351	89	60	179	155	133	117	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	549	194	96	351	89	60	179	155	133	117	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	549	194	96	351	89	60	179	155	133	117	57

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	0.54	0.46	1.00	0.67	0.33
Final Sat.:	1375	2750	1375	1375	2194	556	1375	737	638	1375	925	450

Capacity Analysis Module:

Vol/Sat:	0.04	0.20	0.14	0.07	0.16	0.16	0.04	0.24	0.24	0.10	0.13	0.13
Crit Vol:	69			96			334		133			
Crit Moves:	****			****			****		****	****		

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.032
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1

Volume Module:
Base Vol: 170 1253 361 35 856 147 295 371 218 387 267 58
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 170 1253 361 35 856 147 295 371 218 387 267 58
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 170 1253 361 35 856 147 295 371 218 387 267 58
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 1253 361 35 856 147 295 371 218 387 267 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 1253 361 35 856 147 295 371 218 387 267 58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 170 1253 361 35 856 147 295 371 218 387 267 58

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.12 0.46 0.26 0.03 0.31 0.11 0.21 0.27 0.16 0.28 0.19 0.04
Crit Vol: 627 35 371 387
Crit Moves: **** **

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 2 1 0 0 0 0 0 1 1 0 0 0 1

Volume Module:
Base Vol: 0 1241 333 304 1108 0 0 0 87 210 0 281
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1241 333 304 1108 0 0 0 87 210 0 281
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1241 333 304 1108 0 0 0 87 210 0 281
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1241 333 304 1108 0 0 0 87 210 0 281
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1241 333 304 1108 0 0 0 87 210 0 281
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 1241 333 304 1108 0 0 0 87 210 0 281

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.37 0.63 1.00 3.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 0 3371 904 1425 4275 0 0 0 1425 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.37 0.37 0.21 0.26 0.00 0.00 0.00 0.06 0.15 0.00 0.20
Crit Vol: 525 304 87 210
Crit Moves: **** **

Rocklin Commons
 2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #9 Sierra College Boulevard/Granite Drive

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	0	2	1	0	1	0	1

Volume Module:
 Base Vol: 183 1242 66 79 1179 158 304 29 331 106 19 41
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 183 1242 66 79 1179 158 304 29 331 106 19 41
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 183 1242 66 79 1179 158 304 29 331 106 19 41
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 183 1242 66 79 1179 158 304 29 331 106 19 41
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 183 1242 66 79 1179 158 304 29 331 106 19 41
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
 Final Vol.: 183 1242 66 79 1179 158 304 29 364 106 19 41

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.85 0.15 1.00 2.65 0.35 1.00 1.00 2.00 1.00 1.00
 Final Sat.: 1375 3917 208 1375 3638 487 1375 1375 2750 1375 1375

Capacity Analysis Module:
 Vol/Sat: 0.13 0.32 0.32 0.06 0.32 0.32 0.22 0.02 0.13 0.08 0.01 0.03
 Crit Vol: 183 446 304 41
 Crit Moves: **** **** ****

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project with Dominguez PM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	301	390	173	509	33	291	248	921	348	1292	225	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0				175	225		300		125	
Storage Lanes	1	1				1	1		1		1	
Taper Length (ft)	25	25				25	25		25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.880	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1557	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1557	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			115	154			345			200
Link Speed (mph)					45			50		50		
Link Distance (ft)					325		1678		520			
Travel Time (s)					4.9		22.9		7.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	301	390	173	509	33	291	248	921	348	1292	225	200
Shared Lane Traffic (%)						45%						
Lane Group Flow (vph)	301	563	0	509	164	160	248	921	348	1292	225	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24			24		24		
Link Offset(ft)					0			0		0		
Crosswalk Width(ft)					16			16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Free	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	24.0	45.0	0.0	44.0	20.0	20.0	45.0	96.0	0.0	51.0	51.0	51.0
Total Split (%)	17.1%	32.1%	0.0%	31.4%	14.3%	14.3%	32.1%	68.6%	0.0%	36.4%	36.4%	36.4%

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

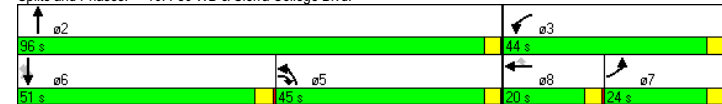
2025 Plus Project with Dominguez PM
10/16/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	20.0	41.0		40.0	16.0	16.0	41.0	92.0		47.0	47.0	47.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lead	Lead	Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	26.2	41.0		40.0	9.8	9.8	41.0	92.0	140.0	47.0	47.0	47.0
Actuated g/C Ratio	0.19	0.29		0.29	0.07	0.07	0.29	0.66	1.00	0.34	0.34	0.34
v/c Ratio	0.91	1.19		0.52	0.76	0.64	0.48	0.28	0.22	1.09	0.42	0.30
Control Delay	86.3	144.8		44.2	42.7	22.1	35.4	4.0	0.3	81.6	22.0	1.6
Queue Delay	0.0	0.0		0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.3	144.8		44.2	42.9	22.2	35.4	4.0	0.3	81.6	22.0	1.6
LOS	F	F		D	D	C	D	A	A	F	C	A
Approach Delay								39.7		8.2		64.5
Approach LOS								D		A		E

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	128 (91%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.19
Intersection Signal Delay:	53.5
Intersection Capacity Utilization:	95.1%
Intersection LOS:	D
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 10: I-80 WB & Sierra College Blvd.



2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

2025 Plus Project with Dominguez PM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔↔	↔↔	↔	↔	↔	↔	↔↔↔	↔	↔	↔↔	↔↔	↔
Volume (vph)	284	212	60	245	348	168	920	632	243	225	1273	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950						0.950		
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes		Yes				Yes
Satd. Flow (RTOR)			60			137		203				450
Link Speed (mph)		45					50					50
Link Distance (ft)		506					390					1678
Travel Time (s)		7.7					5.3					22.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	284	212	60	245	348	168	920	632	243	225	1273	558
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	212	60	245	348	168	920	632	243	225	1273	558
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	Perm	Prot	custom	Free		Prot	Perm	Prot		Free
Protected Phases	7	4		3			2	2		1		6
Permitted Phases						8	Free		2			Free
Detector Phase	7	4	4	3	8		2	2	2	1		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0	8.0		20.0
Total Split (s)	17.0	22.0	22.0	34.0	39.0	0.0	69.0	69.0	69.0	15.0	84.0	0.0
Total Split (%)	12.1%	15.7%	15.7%	24.3%	27.9%	0.0%	49.3%	49.3%	49.3%	10.7%	60.0%	0.0%

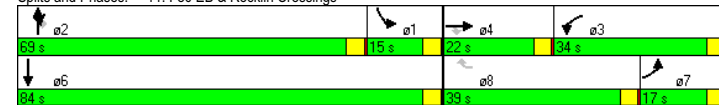
2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

2025 Plus Project with Dominguez PM
10/16/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	13.0	18.0	18.0	30.0	35.0		65.0	65.0	65.0	11.0	80.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0		0	
Act Effct Green (s)	13.4	13.7	13.7	32.9	33.2	140.0	66.4	66.4	66.4	11.0	81.4	140.0
Actuated g/C Ratio	0.10	0.10	0.10	0.24	0.24	1.00	0.47	0.47	0.47	0.08	0.58	1.00
v/c Ratio	0.86	0.61	0.29	0.59	0.93	0.11	0.38	0.84	0.28	0.83	0.62	0.35
Control Delay	87.0	68.1	16.6	54.4	83.1	0.1	8.9	23.2	1.7	62.9	12.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	68.1	16.6	54.4	83.1	0.1	8.9	23.2	1.7	62.9	12.3	0.2
LOS	F	E	B	D	F	A	A	C	A	E	B	A
Approach Delay		72.2					12.9					14.5
Approach LOS		E					B					B

Intersection Summary	
Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	132 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	26.2
Intersection Capacity Utilization:	67.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 11: I-80 EB & Rocklin Crossings



Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic volumes for different movements and 10 rows of adjustment factors.

Saturation Flow Module table with 12 columns for saturation flow and 5 rows for adjustment factors.

Capacity Analysis Module table with 12 columns for capacity analysis and 4 rows for critical values.

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing traffic volumes for different movements and 10 rows of adjustment factors.

Saturation Flow Module table with 12 columns for saturation flow and 5 rows for adjustment factors.

Capacity Analysis Module table with 12 columns for capacity analysis and 4 rows for critical values.

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Row: Sat/Lane.

Table with 12 columns representing capacity analysis. Rows: Vol/Sat, Crit Vol, Crit Moves.

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 27 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing traffic volumes. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns representing saturation flow. Row: Sat/Lane.

Table with 12 columns representing capacity analysis. Rows: Vol/Sat, Crit Vol, Crit Moves.

Table with 12 columns representing HCM2kAvgQ. Row: HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 16.6 Worst Case Level Of Service: E[43.9]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 458 108 173 349 0 0 0 0 171 0 429
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 458 108 173 349 0 0 0 0 171 0 429
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 458 108 173 349 0 0 0 0 171 0 429
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 458 108 173 349 0 0 0 0 171 0 429
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 458 108 173 349 0 0 0 0 171 0 429

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 566 xxxx xxxxx xxxx xxxx xxxxx 1153 xxxx 458
Potent Cap.: xxxx xxxx xxxxx 1016 xxxx xxxxx xxxx xxxx xxxxx 220 xxxx 607
Move Cap.: xxxx xxxx xxxxx 1016 xxxx xxxxx xxxx xxxx xxxxx 188 xxxx 607
Volume/Cap: xxxx xxxx xxxxx 0.17 xxxx xxxxx xxxx xxxx xxxxx 0.91 xxxx 0.71

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.6 xxxx xxxxx xxxx xxxx xxxxx 7.0 xxxx 5.7
Control Del:xxxxx xxxx xxxxx 9.3 xxxx xxxxx xxxxx xxxx xxxxx 94.1 xxxx 23.9
LOS by Move: * * * A * * * * * F * * C
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 9.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 43.9
ApproachLOS: * * * E

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 17.5 Worst Case Level Of Service: F[76.1]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module:
Base Vol: 145 0 122 0 0 0 0 0 359 224 198 221 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 145 0 122 0 0 0 0 0 359 224 198 221 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 0 122 0 0 0 0 0 359 224 198 221 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 0 122 0 0 0 0 0 359 224 198 221 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 145 0 122 0 0 0 0 0 359 224 198 221 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1088 xxxxx 471 xxxx xxxx xxxxx xxxx xxxx xxxxx 583 xxxx xxxxx
Potent Cap.: 241 xxxxx 597 xxxx xxxx xxxxx xxxx xxxx xxxxx 1001 xxxx xxxxx
Move Cap.: 200 xxxxx 597 xxxx xxxx xxxxx xxxx xxxx xxxxx 1001 xxxx xxxxx
Volume/Cap: 0.73 xxxxx 0.20 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.20 xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 0.7 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.5 xxxx xxxxx
LOS by Move: * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx 287 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 8.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.7 xxxx xxxxx
Shrd ConDel:xxxxx 76.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.5 xxxx xxxxx
Shared LOS: * F * * * * * * * * A *
ApproachDel: 76.1 xxxxxx xxxxxx xxxxxx
ApproachLOS: F * * *

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 19.0 Worst Case Level Of Service: D[30.6]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 307 102 0 0 74 172 215 0 632 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 307 102 0 0 74 172 215 0 632 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 307 102 0 0 74 172 215 0 632 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 307 102 0 0 74 172 215 0 632 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 307 102 0 0 74 172 215 0 632 0 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 246 xxxxx xxxxx xxxxx xxxxx 876 xxxxx 160 xxxxx xxxxx xxxxx
Potent Cap.: 1332 xxxxx xxxxx xxxxx xxxxx 322 xxxxx 890 xxxxx xxxxx xxxxx
Move Cap.: 1332 xxxxx xxxxx xxxxx xxxxx 253 xxxxx 890 xxxxx xxxxx xxxxx
Volume/Cap: 0.23 xxxxx xxxxx xxxxx xxxxx 0.85 xxxxx 0.71 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.9 xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx 6.2 xxxxx xxxxx xxxxx
Control Del: 8.5 xxxxx xxxxx xxxxx xxxxx 66.7 xxxxx 18.3 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * F * C * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 30.6 xxxxxx
ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 140 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 2 1089 71 358 802 10 61 33 5 14 5 218
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 1089 71 358 802 10 61 33 5 14 5 218
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 2 1089 71 358 802 10 61 33 5 14 5 218
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 2 1089 71 358 802 10 61 33 5 14 5 218
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 1089 71 358 802 10 61 33 5 14 5 218
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 2 1089 71 358 802 10 61 33 5 14 5 218

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.88 0.12 1.00 1.98 0.02 0.62 0.33 0.05 0.06 0.02 0.92
Final Sat.: 1425 2676 174 1425 2815 35 878 475 72 84 30 1311

Capacity Analysis Module:
Vol/Sat: 0.00 0.41 0.41 0.25 0.28 0.28 0.07 0.07 0.07 0.17 0.17 0.17
Crit Vol: 580 358 61 237
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1

Volume Module:

Base Vol:	0	663	0	0	361	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	663	0	0	361	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	128	71	0	42	0	0	0	0	85	0	0	0	0	0
Initial Fut:	0	791	71	0	403	0	0	0	0	85	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	791	71	0	403	0	0	0	0	85	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	71	0	403	0	0	0	0	85	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	791	71	0	403	0	0	0	0	94	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425	0	1425	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.05	0.00	0.14	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00
Crit Vol:	396	0	0	0	0	0	0	0	0	47	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Rocklin Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 1 0 0 0 1

Volume Module:

Base Vol: 22 276 397 110 304 21 55 136 61 304 62 114
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 276 397 110 304 21 55 136 61 304 62 114
Added Vol: 0 3 28 4 3 0 0 0 0 25 0 4
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 279 425 114 307 21 55 136 61 329 62 118
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 22 279 425 114 307 21 55 136 61 329 62 118
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 279 425 114 307 21 55 136 61 329 62 118
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 22 279 425 114 307 21 55 136 61 362 62 118

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.87 0.13 1.00 1.38 0.62 1.71 0.29 1.00
Final Sat.: 1375 2750 1375 1375 2574 176 1375 1898 852 2348 402 1375

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.31 0.08 0.12 0.12 0.04 0.07 0.07 0.15 0.15 0.09
Crit Vol: 425 114 99 212
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 1 0 0 1 1 0 1 1 0 2 0 1

Volume Module:

Base Vol: 36 16 29 506 22 176 379 623 15 35 456 325
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 36 16 29 506 22 176 379 623 15 35 456 325
Added Vol: 0 0 0 9 0 43 47 18 0 0 17 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 16 29 515 22 219 426 641 15 35 473 325
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 36 16 29 515 22 219 426 641 15 35 473 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 16 29 515 22 219 426 641 15 35 473 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 36 16 29 567 22 219 426 641 15 35 473 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.36 0.64 1.93 0.07 1.00 1.00 1.95 0.05 1.00 2.00 1.00
Final Sat.: 1375 489 886 2647 103 1375 1375 2687 63 1375 2750 1375

Capacity Analysis Module:

Vol/Sat: 0.03 0.03 0.03 0.21 0.21 0.16 0.31 0.24 0.24 0.03 0.17 0.00
Crit Vol: 45 294 426 236
Crit Moves: **** **

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Rocklin Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 57 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 13 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Rocklin Road/I-80 Eastbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 13 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Dominguez Road/Pacific Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	17	38	18	7	40	36	42	498	43	37	264	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	38	18	7	40	36	42	498	43	37	264	7
Added Vol:	1	8	0	2	8	0	0	8	1	0	8	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	46	18	9	48	36	42	506	44	37	272	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	46	18	9	48	36	42	506	44	37	272	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	46	18	9	48	36	42	506	44	37	272	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	46	18	9	48	36	42	506	44	37	272	9

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.14	0.86	1.00	0.92	0.08	1.00	1.00	1.00
Final Sat.:	1425	2048	802	1425	1629	1221	1425	1311	114	1425	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.01	0.03	0.03	0.03	0.39	0.39	0.03	0.19	0.01
Crit Vol:	18			42			550			37		
Crit Moves:	****			****			****			****		

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Dominguez Road/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module:

Base Vol:	182	413	401	5	174	7	2	21	194	140	20	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	413	401	5	174	7	2	21	194	140	20	2
Added Vol:	0	55	0	0	59	8	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	468	401	5	233	15	11	21	194	140	20	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	468	401	5	233	15	11	21	194	140	20	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	468	401	5	233	15	11	21	194	140	20	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	468	401	5	233	15	11	21	194	140	20	2

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.10	0.90	1.00	0.91	0.09
Final Sat.:	1375	2750	1375	1375	2584	166	1375	134	1241	1375	1250	125

Capacity Analysis Module:

Vol/Sat:	0.13	0.17	0.29	0.00	0.09	0.09	0.01	0.16	0.16	0.10	0.02	0.02
Crit Vol:	401	5					215	140				
Crit Moves:	****	****					****	****				

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1

Volume Module:
Base Vol: 37 697 74 39 622 81 49 268 60 123 203 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 697 74 39 622 81 49 268 60 123 203 39
Added Vol: 13 85 111 0 92 0 0 0 14 120 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 782 185 39 714 81 49 268 74 243 203 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 782 185 39 714 81 49 268 74 243 203 39
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 782 185 39 714 81 49 268 74 243 203 39
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 782 185 39 714 81 49 268 74 243 203 39

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.28 0.13 0.03 0.26 0.06 0.04 0.19 0.05 0.18 0.15 0.03
Crit Vol: 391 39 268 243
Crit Moves: ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Sierra College Boulevard/Brace Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 1 0 1 0 2 1 0 0 0 0 0 1 1

Volume Module:
Base Vol: 0 726 28 112 695 0 0 0 14 76 0 107
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 726 28 112 695 0 0 0 14 76 0 107
Added Vol: 0 209 106 0 226 0 0 0 0 115 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 935 134 112 921 0 0 0 14 191 0 107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 935 134 112 921 0 0 0 14 191 0 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 935 134 112 921 0 0 0 14 191 0 107
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 935 134 112 921 0 0 0 14 191 0 107

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.62 0.38 1.00 3.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 0 3739 536 1425 4275 0 0 0 1425 1425 0 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.25 0.08 0.22 0.00 0.00 0.00 0.01 0.13 0.00 0.08
Crit Vol: 356 112 14 191
Crit Moves: ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Sierra College Boulevard/Granite Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 271 597 94 63 526 224 198 19 143 119 18 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 271 597 94 63 526 224 198 19 143 119 18 29
Added Vol: 6 238 0 0 334 8 76 0 7 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 277 835 94 63 860 232 274 19 150 119 18 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 277 835 94 63 860 232 274 19 150 119 18 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 277 835 94 63 860 232 274 19 150 119 18 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 277 835 94 63 860 232 274 19 165 119 18 29

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.70 0.30 1.00 2.36 0.64 1.00 1.00 2.00 1.00 1.00 1.00
Final Sat.: 1375 3708 417 1375 3249 876 1375 1375 2750 1375 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.20 0.23 0.23 0.05 0.26 0.26 0.20 0.01 0.06 0.09 0.01 0.02
Crit Vol: 277 364 274 29
Crit Moves: **** **** **** ****

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

2025 Plus Project with Dominguez Sat
12/31/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗
Volume (vph)	270	411	170	371	67	28	572	1098	632	1081	150	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0			175	225			300		125	
Storage Lanes	1	1			1	1			1		1	
Taper Length (ft)	25	25			25	25			25		25	
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	1.00	0.95	1.00	1.00
Frt		0.850			0.994	0.850			0.850		0.850	0.850
Fit Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1583	0	3433	1759	1504	1770	5085	1583	3539	1583	1583
Fit Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	1583	0	3433	1759	1504	1770	5085	1583	3539	1583	1583
Right Turn on Red			Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)		19			2	25			632			375
Link Speed (mph)					45		50		50			
Link Distance (ft)					325		1678		520			
Travel Time (s)					4.9		22.9		7.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	270	411	170	371	67	28	572	1098	632	1081	150	375
Shared Lane Traffic (%)					10%							
Lane Group Flow (vph)	270	581	0	371	70	25	572	1098	632	1081	150	375
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)					24		24		24			
Link Offset(ft)					0		0		0			
Crosswalk Width(ft)					16		16		16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9	15		9		9	9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Over		Prot	Perm	Prot	Free	Free	Perm	Perm	Perm	Perm
Protected Phases	7	5		3	8		5	2		6		
Permitted Phases						8			Free		6	6
Detector Phase	7	5		3	8	8	5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	8.0		8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0
Total Split (s)	17.0	36.0	0.0	37.0	20.0	20.0	36.0	73.0	0.0	37.0	37.0	37.0
Total Split (%)	15.5%	32.7%	0.0%	33.6%	18.2%	18.2%	32.7%	66.4%	0.0%	33.6%	33.6%	33.6%

2025 without Dominguez with Project
10: I-80 WB & Sierra College Blvd.

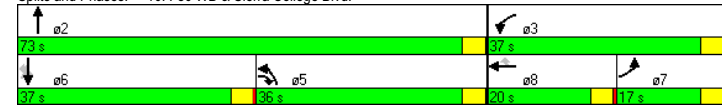
2025 Plus Project with Dominguez Sat
12/31/2008

Lane Group	EBL	EBR	EBR2	WBL2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2
Maximum Green (s)	13.0	32.0		33.0	16.0	16.0	32.0	69.0		33.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lead	Lead	Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0		5.0		5.0	5.0	5.0
Flash Dont Walk (s)					11.0	11.0		11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)					0	0		0		0	0	0
Act Effct Green (s)	21.4	32.0		33.0	9.6	9.6	32.0	69.0	110.0	33.0	33.0	33.0
Actuated g/C Ratio	0.19	0.29		0.30	0.09	0.09	0.29	0.63	1.00	0.30	0.30	0.30
v/c Ratio	0.78	1.23		0.36	0.45	0.16	1.11	0.34	0.40	1.02	0.32	0.51
Control Delay	61.3	153.3		31.5	54.8	18.9	87.8	2.1	0.4	59.3	22.0	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	153.3		31.5	54.8	18.9	87.8	2.1	0.4	59.3	22.0	3.4
LOS	E	F		C	D	B	F	A	A	E	C	A
Approach Delay					34.3			22.9		42.8		
Approach LOS					C			C		D		

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	99 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	46.5
Intersection LOS:	D
Intersection Capacity Utilization:	93.2%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 10: I-80 WB & Sierra College Blvd.



2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

2025 Plus Project with Dominguez Sat
12/31/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	508	576	122	344	345	162	1483	252	350	248	1103	512
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			125	0	0			0		250		500
Storage Lanes			1	1	2			2		2		1
Taper Length (ft)			25	25	25			25		25		25
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.97	0.95	1.00
Frt			0.850		0.850	0.850		0.850	0.850			0.850
Fit Protected	0.950			0.950					0.950			
Satd. Flow (prot)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Fit Permitted	0.950			0.950					0.950			
Satd. Flow (perm)	3433	3539	1583	1770	1583	1583	5085	1583	1583	3433	3539	1583
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)			82			162		350			512	
Link Speed (mph)		45					50				50	
Link Distance (ft)		506					390				1678	
Travel Time (s)		7.7					5.3				22.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	508	576	122	344	345	162	1483	252	350	248	1103	512
Shared Lane Traffic (%)												
Lane Group Flow (vph)	508	576	122	344	345	162	1483	252	350	248	1103	512
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		24					24				24	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9	9		9	9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Prot	custom	Free		Prot	Perm	Prot		Free
Protected Phases	7	4		3			2	2		1		6
Permitted Phases						8			2			
Detector Phase	7	4	4	3	8		2	2	2	1		6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		20.0	20.0	20.0	8.0		20.0
Total Split (s)	22.0	25.0	25.0	30.0	33.0	0.0	41.0	41.0	41.0	14.0	55.0	0.0
Total Split (%)	20.0%	22.7%	22.7%	27.3%	30.0%	0.0%	37.3%	37.3%	37.3%	12.7%	50.0%	0.0%

2025 without Dominguez with Project
11: I-80 EB & Rocklin Crossings

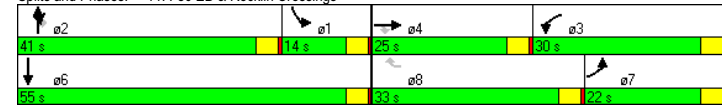
2025 Plus Project with Dominguez Sat
12/31/2008

Lane Group	EBL2	EBT	EBR	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Maximum Green (s)	18.0	21.0	21.0	26.0	29.0		37.0	37.0	37.0	10.0	51.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0		11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0		0	
Act Effct Green (s)	18.4	20.4	20.4	24.8	26.8	110.0	38.8	38.8	38.8	10.0	52.8	110.0
Actuated g/C Ratio	0.17	0.19	0.19	0.23	0.24	1.00	0.35	0.35	0.35	0.09	0.48	1.00
v/c Ratio	0.89	0.88	0.34	0.86	0.89	0.10	0.83	0.45	0.45	0.79	0.65	0.32
Control Delay	63.4	59.0	17.7	62.7	66.1	0.1	16.9	11.7	1.7	48.0	15.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	59.0	17.7	62.7	66.1	0.1	16.9	11.7	1.7	48.0	15.5	0.2
LOS	E	E	B	E	E	A	B	B	A	D	B	A
Approach Delay		56.7					13.7				15.6	
Approach LOS		E					B				B	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	108 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	28.4
Intersection Capacity Utilization:	84.0%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 11: I-80 EB & Rocklin Crossings



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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 1 0 3 0 1 2 0 1 0 1 2 0 1 0 1

Volume Module:
Base Vol: 240 1060 384 299 587 50 180 315 396 219 134 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 240 1060 384 299 587 50 180 315 396 219 134 6
Added Vol: 0 218 0 25 201 0 0 0 0 0 0 0 40
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 240 1278 384 324 788 50 180 315 396 219 134 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 240 1278 384 324 788 50 180 315 396 219 134 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 240 1278 384 324 788 50 180 315 396 219 134 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 264 1278 384 324 788 50 198 315 396 241 134 46

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 2750 4125 1375 1375 4125 1375 2750 1375 1375 2750 1375 1375

Capacity Analysis Module:
Vol/Sat: 0.10 0.31 0.28 0.24 0.19 0.04 0.07 0.23 0.29 0.09 0.10 0.03
Crit Vol: 426 324 396 120
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Sierra College Boulevard/Rocklin Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 2 0 1 2 0 1 1 0

Volume Module:
Base Vol: 203 778 90 192 848 129 137 310 188 117 338 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 203 778 90 192 848 129 137 310 188 117 338 76
Added Vol: 0 112 0 66 104 17 19 0 0 0 0 0 72
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 203 890 90 258 952 146 156 310 188 117 338 148
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 203 890 90 258 952 146 156 310 188 117 338 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 203 890 90 258 952 146 156 310 188 117 338 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 223 890 90 284 952 146 172 310 188 129 338 148

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.39 0.61
Final Sat.: 2750 4125 1375 2750 4125 1375 2750 2750 1375 2750 1913 837

Capacity Analysis Module:
Vol/Sat: 0.08 0.22 0.07 0.10 0.23 0.11 0.06 0.11 0.14 0.05 0.18 0.18
Crit Vol: 297 142 86 243
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 14 376 99 339 374 7 6 16 9 110 12 316
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 376 99 339 374 7 6 16 9 110 12 316
Added Vol: 0 75 9 0 82 0 0 0 0 10 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 451 108 339 456 7 6 16 9 120 12 316
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 451 108 339 456 7 6 16 9 120 12 316
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 451 108 339 456 7 6 16 9 120 12 316
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 14 451 108 339 456 7 6 16 9 120 12 316

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.81 0.19 1.00 0.98 0.02 0.19 0.52 0.29 0.91 0.09 1.00
Final Sat.: 1375 1109 266 1375 1354 21 266 710 399 1250 125 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.41 0.41 0.25 0.34 0.34 0.02 0.02 0.02 0.10 0.10 0.23
Crit Vol: 559 339 31 132
Crit Moves: **** **

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Horseshoe Bar Road/I-80 Westbound Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 26 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 0 0 1 1

Volume Module:
Base Vol: 190 373 88 40 203 225 58 44 70 141 60 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 190 373 88 40 203 225 58 44 70 141 60 60
Added Vol: 10 10 0 0 9 0 0 0 9 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 200 383 88 40 212 225 58 44 79 141 60 60
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 200 383 88 40 212 0 58 44 79 141 60 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 383 88 40 212 0 58 44 79 141 60 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 200 383 88 40 212 0 58 44 79 141 60 60

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.92 0.92 0.95 1.00 1.00 0.80 0.80 0.85 0.66 0.93 0.93
Lanes: 1.00 1.63 0.37 1.00 1.00 1.00 0.57 0.43 1.00 1.00 0.50 0.50
Final Sat.: 1805 2853 656 1805 1900 1900 863 655 1615 1245 879 879

Capacity Analysis Module:
Vol/Sat: 0.11 0.13 0.13 0.02 0.11 0.00 0.07 0.07 0.05 0.11 0.07 0.07
Crit Moves: **** **
Green/Cycle: 0.30 0.52 0.52 0.09 0.31 0.00 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.36 0.26 0.26 0.26 0.36 0.00 0.22 0.22 0.16 0.36 0.22 0.22
Delay/Veh: 27.7 13.2 13.2 43.6 27.5 0.0 25.7 25.7 25.1 27.4 25.7 25.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.7 13.2 13.2 43.6 27.5 0.0 25.7 25.7 25.1 27.4 25.7 25.7
LOS by Move: C B B D C A C C C C C C
HCM2kAvgQ: 5 4 4 1 5 0 2 2 2 4 3 3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Horseshoe Bar Road/I-80 Eastbound Ramp

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[16.8]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 376 91 100 355 0 0 0 0 89 0 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 376 91 100 355 0 0 0 0 89 0 230
Added Vol: 0 20 0 0 19 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 396 91 100 374 0 0 0 0 89 0 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 396 91 100 374 0 0 0 0 89 0 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 396 91 100 374 0 0 0 0 89 0 230

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 487 xxxx xxxxx xxxxx xxxx xxxxx 970 xxxx 396
Potent Cap.: xxxx xxxx xxxxx 1086 xxxx xxxxx xxxxx xxxx xxxxx 283 xxxx 658
Move Cap.: xxxx xxxx xxxxx 1086 xxxx xxxxx xxxxx xxxx xxxxx 262 xxxx 658
Volume/Cap: xxxx xxxx xxxxx 0.09 xxxx xxxxx xxxxx xxxx xxxxx 0.34 xxxx 0.35

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx 1.4 xxxx 1.6
Control Del:xxxxx xxxx xxxxx 8.6 xxxx xxxxx xxxxx xxxx xxxxx 25.6 xxxx 13.4
LOS by Move: * * * A * * * * * D * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 16.8
ApproachLOS: * * * C

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 Barton Road/Brace Road

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[13.3]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0

Volume Module:
Base Vol: 22 0 153 0 0 0 0 280 30 104 203 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 0 153 0 0 0 0 280 30 104 203 0
Added Vol: 10 0 0 0 0 0 0 19 9 0 20 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 32 0 153 0 0 0 0 299 39 104 223 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 32 0 153 0 0 0 0 299 39 104 223 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 32 0 153 0 0 0 0 299 39 104 223 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:
Cnflct Vol: 750 xxxxx 319 xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 338 xxxxx xxxxx
Potent Cap.: 382 xxxxx 727 xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 1232 xxxxx xxxxx
Move Cap.: 356 xxxxx 727 xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 1232 xxxxx xxxxx
Volume/Cap: 0.09 xxxxx 0.21 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 0.08 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx
LOS by Move: * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedCap.: xxxx 616 xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx 1.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx
Shrd ConDel:xxxxx 13.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx
Shared LOS: * B * * * * * * * * A * *
ApproachDel: 13.3 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Average Delay (sec/veh): 15.2 Worst Case Level Of Service: D[26.0]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 144 72 0 0 65 300 264 0 415 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 144 72 0 0 65 300 264 0 415 0 0 0 0
Added Vol: 72 0 0 0 0 0 0 0 66 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 216 72 0 0 65 300 264 0 481 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 216 72 0 0 65 300 264 0 481 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 216 72 0 0 65 300 264 0 481 0 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 365 xxxxx xxxxx xxxxx xxxxx 719 xxxxx 215 xxxxx xxxxx xxxxx
Potent Cap.: 1205 xxxxx xxxxx xxxxx xxxxx xxxxx 398 xxxxx 830 xxxxx xxxxx xxxxx
Move Cap.: 1205 xxxxx xxxxx xxxxx xxxxx xxxxx 336 xxxxx 830 xxxxx xxxxx xxxxx
Volume/Cap: 0.18 xxxxx xxxxx xxxxx xxxxx xxxxx 0.79 xxxxx 0.58 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.7 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 3.8 xxxxx xxxxx xxxxx
Control Del: 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx 45.8 xxxxx 15.1 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * E * C * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 26.0 xxxxxx
ApproachLOS: * * * * * D * * * * *

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Sierra College Boulevard/King Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
Base Vol: 6 560 35 284 718 7 6 33 10 38 13 116
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 560 35 284 718 7 6 33 10 38 13 116
Added Vol: 0 85 0 0 92 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 645 35 284 810 7 6 33 10 38 13 116
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 645 35 284 810 7 6 33 10 38 13 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 645 35 284 810 7 6 33 10 38 13 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 6 645 35 284 810 7 6 33 10 38 13 116

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.90 0.10 1.00 1.98 0.02 0.12 0.68 0.20 0.23 0.08 0.69
Final Sat.: 1425 2703 147 1425 2826 24 174 960 291 324 111 990

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.24 0.20 0.29 0.29 0.03 0.03 0.03 0.12 0.12 0.12
Crit Vol: 340 284 6 167
Crit Moves: **** * * * * *

Rocklin Commons
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #20 Sierra College Boulevard/English Colony Way
*****
Average Delay (sec/veh):      4.9      Worst Case Level Of Service: F[ 58.1]
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Uncontrolled    Uncontrolled    Stop Sign      Stop Sign
Rights:     Include          Include          Include          Include
Lanes:      0 0 1 1 0            1 0 2 0 0            0 0 0 0 0            0 0 1! 0 0
-----
Volume Module:
Base Vol:   0 585 126      170 659 0            0 0 0 0            60 0 0 66
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 0 585 126      170 659 0            0 0 0 0            60 0 0 66
Added Vol:  0 85 0          0 92 0              0 0 0 0            0 0 0 0
PasserByVol: 0 0 0          0 0 0              0 0 0 0            0 0 0 0
Initial Fut: 0 670 126      170 751 0            0 0 0 0            60 0 0 66
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 0 670 126      170 751 0            0 0 0 0            60 0 0 66
Reduct Vol: 0 0 0          0 0 0              0 0 0 0            0 0 0 0
Final Vol.: 0 670 126      170 751 0            0 0 0 0            60 0 0 66
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.8 xxxx  6.9
FollowUpTim:xxxxx xxxx xxxxx  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx  3.3
-----
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx  796 xxxx xxxxx xxxx xxxx xxxxx  1449 xxxx  398
Potent Cap.: xxxx xxxx xxxxx  835 xxxx xxxxx xxxx xxxx xxxxx  124 xxxx  607
Move Cap.:  xxxx xxxx xxxxx  835 xxxx xxxxx xxxx xxxx xxxxx  105 xxxx  607
Volume/Cap: xxxx xxxx xxxxx  0.20 xxxx xxxxx xxxx xxxx xxxxx  0.57 xxxx  0.11
-----
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx  0.8 xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * *          B * * *          * * *          * * *
Movement:   LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx  185 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx  4.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  58.1 xxxxx
Shared LOS:  * * *          * * *          * * *          * * *
ApproachDel: xxxxxx          xxxxxx          xxxxxx          58.1
ApproachLOS: * * *          * * *          * * *          F
*****
Note: Queue reported is the number of cars per lane.

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Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #21 Taylor Road/King Road
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.715
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    80      Level Of Service:      C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Protected      Protected      Protected      Protected
Rights:     Include          Include          Include          Include
Min. Green: 0 0 0          0 0 0          0 0 0          0 0 0
Lanes:      1 0 1 1 0            1 0 1 1 0            1 0 1 0 1            1 0 0 1 0
-----
Volume Module:
Base Vol:   159 345 199      64 244 49 101 108 171 119 85 424
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 159 345 199      64 244 49 101 108 171 119 85 424
Added Vol:  0 75 0          0 82 0          0 0 0          0 0 0
PasserByVol: 0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut: 159 420 199      64 326 49 101 108 171 119 85 424
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 159 420 199      64 326 49 101 108 171 119 85 424
Reduct Vol: 0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol: 159 420 199      64 326 49 101 108 171 119 85 424
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MIF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 159 420 199      64 326 49 101 108 171 119 85 424
-----
Saturation Flow Module:
Sat/Lane:   1375 1375      1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      1.00 1.36 0.64  1.00 1.74 0.26  1.00 1.00 1.00  1.00 0.17 0.83
Final Sat.: 1375 1866 884  1375 2391 359  1375 1375 1375  1375 230 1145
-----
Capacity Analysis Module:
Vol/Sat:    0.12 0.23 0.23  0.05 0.14 0.14  0.07 0.08 0.12  0.09 0.37 0.37
Crit Vol:   310          64          101
Crit Moves: ****          ****          ****
*****

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Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Granite Drive/Project Driveway #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.223
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1

Volume Module:

Base Vol:	0	361	0	0	0	512	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	361	0	0	0	512	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	7	94	0	0	6	0	0	0	0	0	0	96	0	0	0
PasserByVol:	0	0	9	0	0	0	0	0	0	0	0	0	10	0	0	0
Initial Fut:	0	368	103	0	0	518	0	0	0	0	0	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	368	103	0	0	518	0	0	0	0	0	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	103	0	0	518	0	0	0	0	0	0	106	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	368	103	0	0	518	0	0	0	0	0	0	117	0	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Vol:	0				259			0		58		
Crit Moves:	****				****					****		

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 23 10 8 373 7 232 187 957 13 5 1053 677
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 23 10 8 373 7 232 187 957 13 5 1053 677
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 23 10 8 373 7 232 187 957 13 5 1053 677
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 23 10 8 373 7 0 187 957 13 5 1053 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 10 8 373 7 0 187 957 13 5 1053 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 23 10 8 410 7 0 187 957 13 5 1053 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.56 0.44 1.97 0.03 1.00 1.00 1.97 0.03 1.00 2.00 1.00
Final Sat.: 1375 764 611 2704 46 1375 1375 2713 37 1375 2750 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.01 0.01 0.15 0.15 0.00 0.14 0.35 0.35 0.00 0.38 0.00
Crit Vol: 23 209 187 527
Crit Moves: ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ignore Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 26 14 31 559 15 520 448 1127 32 32 907 646
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 14 31 559 15 520 448 1127 32 32 907 646
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 14 31 559 15 520 448 1127 32 32 907 646
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 26 14 31 559 15 0 448 1127 32 32 907 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 14 31 559 15 0 448 1127 32 32 907 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.: 26 14 31 615 15 0 448 1127 32 32 907 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.31 0.69 1.95 0.05 1.00 1.00 1.94 0.06 1.00 2.00 1.00
Final Sat.: 1375 428 947 2685 65 1375 1375 2674 76 1375 2750 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.03 0.23 0.23 0.00 0.33 0.42 0.42 0.02 0.33 0.00
Crit Vol: 45 315 448 454
Crit Moves: ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Rocklin Road/Granite Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Ignore	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 1 0	0 0 0 0
Lanes:	1 0 0 1 0	1 1 0 0 1	1 0 1 1 0	1 0 2 0 1

Volume Module:

Base Vol:	36	16	29	506	22	176	379	623	15	35	456	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	16	29	506	22	176	379	623	15	35	456	325
Added Vol:	0	0	0	9	0	43	47	18	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	16	29	515	22	219	426	641	15	35	473	325
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	16	29	515	22	0	426	641	15	35	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	16	29	515	22	0	426	641	15	35	473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	36	16	29	567	22	0	426	641	15	35	473	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.93	0.07	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1375	489	886	2647	103	1375	1375	2687	63	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.21	0.21	0.00	0.31	0.24	0.24	0.03	0.17	0.00
Crit Vol:	45	294		426		236						
Crit Moves:	****	****		****		****						

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 1 0 1	2 0 0 1 0

Volume Module:

Base Vol:	293	633	276	41	1128	297	89	174	100	331	300	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	633	276	41	1128	297	89	174	100	331	300	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	633	276	41	1128	297	89	174	100	331	300	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	633	276	41	1128	297	89	174	100	331	300	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	633	276	41	1128	297	89	174	100	331	300	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	293	633	276	41	1128	297	89	174	100	364	300	55

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.85	0.15
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	2750	1162	213

Capacity Analysis Module:

Vol/Sat:	0.21	0.23	0.20	0.03	0.41	0.22	0.06	0.13	0.07	0.13	0.26	0.26
Crit Vol:	293		564		89					355		
Crit Moves:	****		****		****					****		

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 0 1 0

Volume Module:

Base Vol: 170 1253 361 35 856 147 295 371 218 387 267 58
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 170 1253 361 35 856 147 295 371 218 387 267 58
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 170 1253 361 35 856 147 295 371 218 387 267 58
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 1253 361 35 856 147 295 371 218 387 267 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 1253 361 35 856 147 295 371 218 387 267 58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 170 1253 361 35 856 147 295 371 218 426 267 58

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 2.00 0.82 0.18
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 2750 1130 245

Capacity Analysis Module:

Vol/Sat: 0.12 0.46 0.26 0.03 0.31 0.11 0.21 0.27 0.16 0.15 0.24 0.24
Crit Vol: 627 35 295 325
Crit Moves: ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Sierra College Boulevard/Taylor Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 0 1 0

Volume Module:

Base Vol: 37 697 74 39 622 81 49 268 60 123 203 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 697 74 39 622 81 49 268 60 123 203 39
Added Vol: 13 85 111 0 92 0 0 0 0 14 120 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 782 185 39 714 81 49 268 74 243 203 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 782 185 39 714 81 49 268 74 243 203 39
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 782 185 39 714 81 49 268 74 243 203 39
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.: 50 782 185 39 714 81 49 268 74 267 203 39

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 2.00 0.84 0.16
Final Sat.: 1375 2750 1375 1375 2750 1375 1375 1375 1375 2750 1153 222

Capacity Analysis Module:

Vol/Sat: 0.04 0.28 0.13 0.03 0.26 0.06 0.04 0.19 0.05 0.10 0.18 0.18
Crit Vol: 391 39 268 134
Crit Moves: ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #12 Sierra College Boulevard/Dominguez Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 2 0 1 2 0 1 0 1
Volume Module:
Base Vol: 199 1169 81 171 1586 21 39 44 53 187 112 42
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 199 1169 81 171 1586 21 39 44 53 187 112 42
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 199 1169 81 171 1586 21 39 44 53 187 112 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 199 1169 81 171 1586 21 39 44 53 187 112 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 199 1169 81 171 1586 21 39 44 53 187 112 42
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 219 1169 81 188 1586 21 43 44 53 206 112 42
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 2750 4125 1375 2750 2750 1375 2750 1375 1375 2750 1375 1375
Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.06 0.07 0.58 0.02 0.02 0.03 0.04 0.07 0.08 0.03
Crit Vol: 109 793 53 103
Crit Moves: **** **** **** ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #12 Sierra College Boulevard/Dominguez Road
Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 3 0 1 2 0 2 0 1 2 0 1 0 1
Volume Module:
Base Vol: 106 1533 97 206 1296 54 174 59 230 429 148 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 1533 97 206 1296 54 174 59 230 429 148 48
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 106 1533 97 206 1296 54 174 59 230 429 148 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 106 1533 97 206 1296 54 174 59 230 429 148 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 1533 97 206 1296 54 174 59 230 429 148 48
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 117 1533 97 227 1296 54 191 59 230 472 148 48
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 2750 4125 1375 2750 2750 1375 2750 1375 1375 2750 1375 1375
Capacity Analysis Module:
Vol/Sat: 0.04 0.37 0.07 0.08 0.47 0.04 0.07 0.04 0.17 0.17 0.11 0.03
Crit Vol: 58 648 230 236
Crit Moves: **** **** **** ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Sierra College Boulevard/Dominguez Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 2 0 1	2 0 1 0 1	2 0 1 0 1

Volume Module:

Base Vol:	240	1060	384	299	587	50	180	315	396	219	134	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	1060	384	299	587	50	180	315	396	219	134	6
Added Vol:	0	218	0	25	201	0	0	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1278	384	324	788	50	180	315	396	219	134	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1278	384	324	788	50	180	315	396	219	134	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1278	384	324	788	50	180	315	396	219	134	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	264	1278	384	356	788	50	198	315	396	241	134	46

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	2750	2750	1375	2750	1375	1375	2750	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.31	0.28	0.13	0.29	0.04	0.07	0.23	0.29	0.09	0.10	0.03
Crit Vol:	426	178							396	120		
Crit Moves:	****	****							****	****		

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 147 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 0 1	1 0 0 1 0	0 0 1! 0 0	0 1 0 0 1

Volume Module:

Base Vol:	6	344	114	665	514	5	11	70	23	86	15	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	344	114	665	514	5	11	70	23	86	15	584
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	344	114	665	514	5	11	70	23	86	15	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	344	114	665	514	5	11	70	23	86	15	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	344	114	665	514	5	11	70	23	86	15	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	344	114	665	514	5	11	70	23	86	15	584

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.11	0.67	0.22	0.85	0.15	1.00
Final Sat.:	1375	1375	1375	1375	1362	13	145	925	304	1171	204	1375

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.08	0.48	0.38	0.38	0.08	0.08	0.08	0.07	0.07	0.42
Crit Vol:	344	665					104			101		
Crit Moves:	****	****					****			****		

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 8 597 111 462 545 11 7 11 9 90 12 663
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 597 111 462 545 11 7 11 9 90 12 663
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 597 111 462 545 11 7 11 9 90 12 663
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 597 111 462 545 11 7 11 9 90 12 663
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 597 111 462 545 11 7 11 9 90 12 663
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 8 597 111 462 545 11 7 11 9 90 12 663

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.98 0.02 0.26 0.41 0.33 0.88 0.12 1.00
Final Sat.: 1375 1375 1375 1375 1348 27 356 560 458 1213 162 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.43 0.08 0.34 0.40 0.40 0.02 0.02 0.02 0.07 0.07 0.48
Crit Vol: 597 0 27 663
Crit Moves: **** **

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Taylor Road/Horseshoe Bar Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1 0 0 1

Volume Module:
Base Vol: 14 376 99 339 374 7 6 16 9 110 12 316
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 376 99 339 374 7 6 16 9 110 12 316
Added Vol: 0 75 9 0 82 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 451 108 339 456 7 6 16 9 120 12 316
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 14 451 108 339 456 7 6 16 9 120 12 316
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 451 108 339 456 7 6 16 9 120 12 316
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 14 451 108 339 456 7 6 16 9 120 12 316

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 0.98 0.02 0.19 0.52 0.29 0.91 0.09 1.00
Final Sat.: 1375 1375 1375 1375 1354 21 266 710 399 1250 125 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.33 0.08 0.25 0.34 0.34 0.02 0.02 0.02 0.10 0.10 0.23
Crit Vol: 451 339 31 132
Crit Moves: **** **

Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 527 92 0 0 151 277 170 0 174 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 527 92 0 0 151 277 170 0 174 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 527 92 0 0 151 277 170 0 174 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 527 92 0 0 151 277 170 0 174 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 527 92 0 0 151 277 170 0 174 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 527 92 0 0 151 277 170 0 174 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.85 0.15 0.00 0.00 0.35 0.65 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1213 212 0 0 503 922 1425 0 1425 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.43 0.43 0.00 0.00 0.30 0.30 0.12 0.00 0.12 0.00 0.00 0.00
Crit Vol: 619 0 174 0
Crit Moves: **** *

Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Barton Road/Rocklin Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 307 102 0 0 74 172 215 0 632 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 307 102 0 0 74 172 215 0 632 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 307 102 0 0 74 172 215 0 632 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 307 102 0 0 74 172 215 0 632 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 307 102 0 0 74 172 215 0 632 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 307 102 0 0 74 172 215 0 632 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.75 0.25 0.00 0.00 0.30 0.70 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1070 355 0 0 429 996 1425 0 1425 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.00 0.00 0.17 0.17 0.15 0.00 0.44 0.00 0.00 0.00
Crit Vol: 409 0 632 0
Crit Moves: **** **** *

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Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #18 Barton Road/Rocklin Road
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.594
Loss Time (sec):  8 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:   84      Level Of Service:      A
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Permitted      Protected      Protected      Protected
Rights:     Include      Include      Include      Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:     0 1 0 0 0 0      0 0 0 1 0 0      1 0 0 0 1 0 0      0 0 0 0 0 0
-----
Volume Module:
Base Vol:    144 72 0 0 65 300 264 0 415 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 144 72 0 0 65 300 264 0 415 0 0 0 0
Added Vol:   72 0 0 0 0 0 0 0 66 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 216 72 0 0 65 300 264 0 481 0 0 0 0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  216 72 0 0 65 300 264 0 481 0 0 0 0
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 216 72 0 0 65 300 264 0 481 0 0 0 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  216 72 0 0 65 300 264 0 481 0 0 0 0
-----
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.75 0.25 0.00 0.00 0.18 0.82 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:  1069 356 0 0 254 1171 1425 0 1425 0 0 0 0
-----
Capacity Analysis Module:
Vol/Sat:     0.20 0.20 0.00 0.00 0.26 0.26 0.19 0.00 0.34 0.00 0.00 0.00
Crit Vol:    288      365      481 0
Crit Moves:  ****      ****      ****
*****

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Rocklin Commons
2025 + Project with Dominguez Road Condition - AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #20 Sierra College Boulevard/English Colony Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.631
Loss Time (sec):  8 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:   47      Level Of Service:      B
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----
Control:    Protected      Protected      Protected      Permitted
Rights:     Include      Include      Include      Include
Min. Green: 0 0 1 1 0 0      1 0 2 0 0 0      0 0 0 0 0 0      0 0 0 0 0 0
Lanes:     0 0 1 1 0 0      1 0 2 0 0 0      0 0 0 0 0 0      0 0 0 1 0 0
-----
Volume Module:
Base Vol:     0 569 15 207 1186 0 0 0 0 0 113 0 193
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 569 15 207 1186 0 0 0 0 0 113 0 193
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 569 15 207 1186 0 0 0 0 0 113 0 193
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 569 15 207 1186 0 0 0 0 0 113 0 193
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 569 15 207 1186 0 0 0 0 0 113 0 193
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 569 15 207 1186 0 0 0 0 0 113 0 193
-----
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 1.95 0.05 1.00 2.00 0.00 0.00 0.00 0.00 0.37 0.00 0.63
Final Sat.:   0 2777 73 1425 2850 0 0 0 0 0 526 0 899
-----
Capacity Analysis Module:
Vol/Sat:     0.00 0.20 0.20 0.15 0.42 0.00 0.00 0.00 0.00 0.21 0.00 0.21
Crit Vol:    0      593      0
Crit Moves:  ****      ****
*****

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Rocklin Commons
2025 + Project with Dominguez Road Condition - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #20 Sierra College Boulevard/English Colony Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 1 0 1 0 2 0 0 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 0 1244 126 258 781 0 0 0 0 0 60 0 178
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1244 126 258 781 0 0 0 0 0 60 0 178
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1244 126 258 781 0 0 0 0 0 60 0 178
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1244 126 258 781 0 0 0 0 0 60 0 178
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1244 126 258 781 0 0 0 0 0 60 0 178
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 1244 126 258 781 0 0 0 0 0 60 0 178
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.82 0.18 1.00 2.00 0.00 0.00 0.00 0.00 0.25 0.00 0.75
Final Sat.: 0 2588 262 1425 2850 0 0 0 0 359 0 1066
Capacity Analysis Module:
Vol/Sat: 0.00 0.48 0.48 0.18 0.27 0.00 0.00 0.00 0.00 0.17 0.00 0.17
Crit Vol: 685 258 0 238
Crit Moves: ****

Rocklin Commons
2025 + Project with Dominguez Road Condition - Saturday

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #20 Sierra College Boulevard/English Colony Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 1 0 1 0 2 0 0 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 0 585 126 170 659 0 0 0 0 0 60 0 66
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 585 126 170 659 0 0 0 0 0 60 0 66
Added Vol: 0 85 0 0 92 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 670 126 170 751 0 0 0 0 0 60 0 66
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 670 126 170 751 0 0 0 0 0 60 0 66
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 670 126 170 751 0 0 0 0 0 60 0 66
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 670 126 170 751 0 0 0 0 0 60 0 66
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.68 0.32 1.00 2.00 0.00 0.00 0.00 0.00 0.48 0.00 0.52
Final Sat.: 0 2399 451 1425 2850 0 0 0 0 679 0 746
Capacity Analysis Module:
Vol/Sat: 0.00 0.28 0.28 0.12 0.26 0.00 0.00 0.00 0.00 0.09 0.00 0.09
Crit Vol: 398 170 0 126
Crit Moves: ****